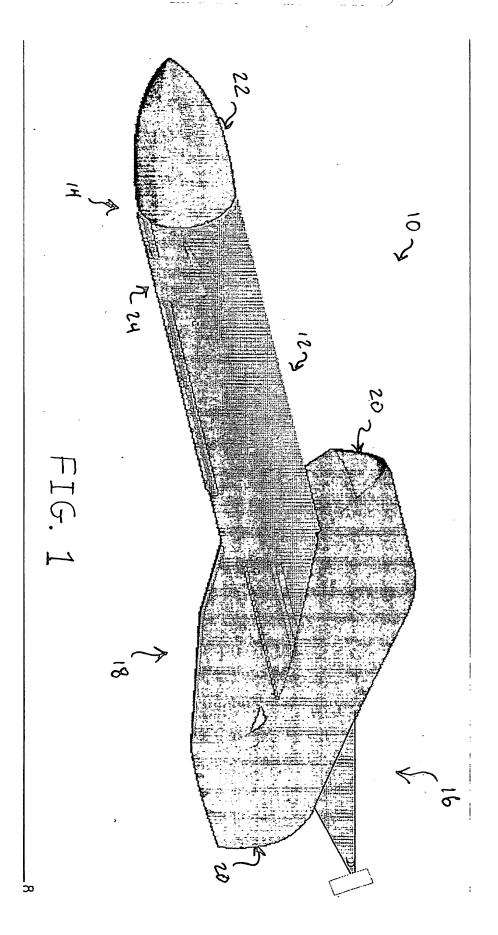
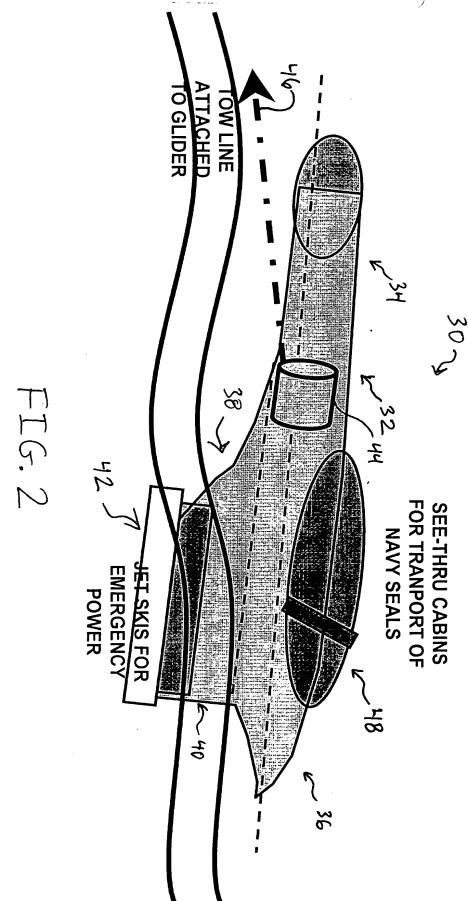
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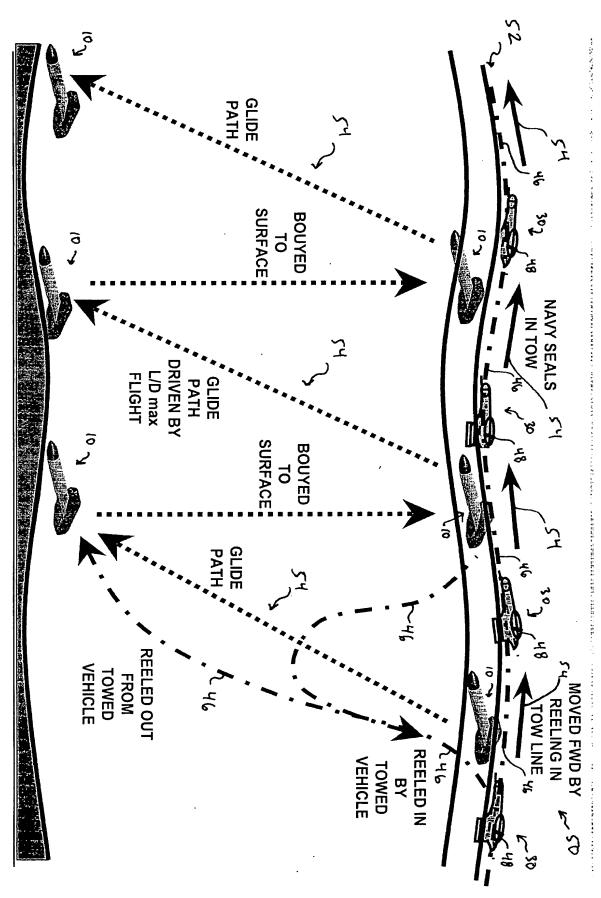
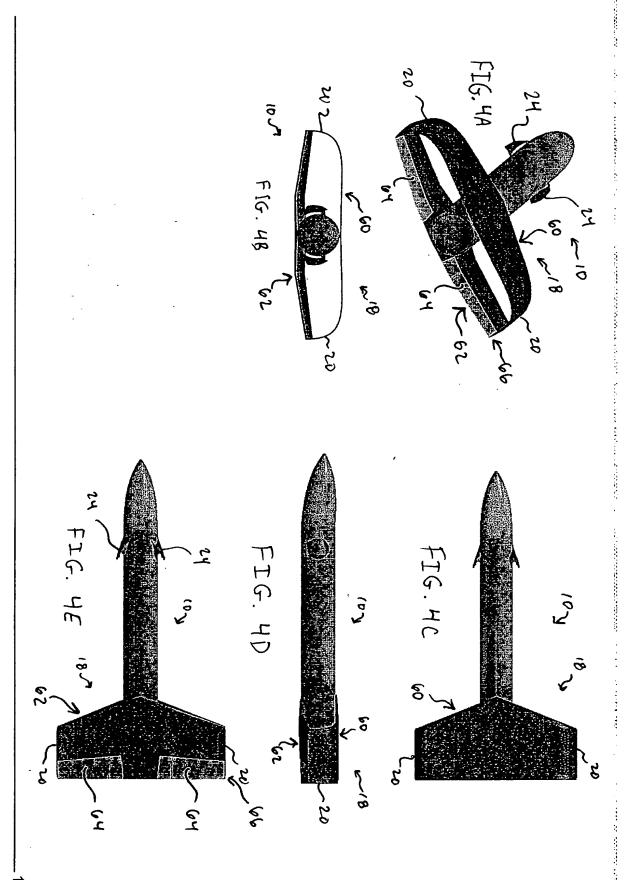
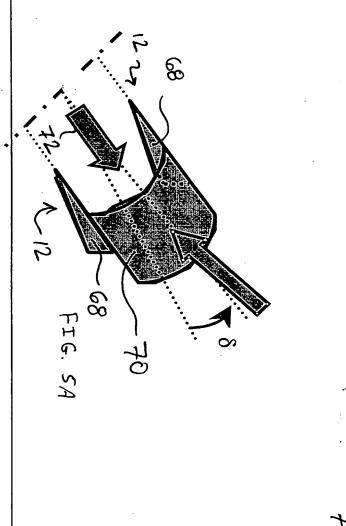


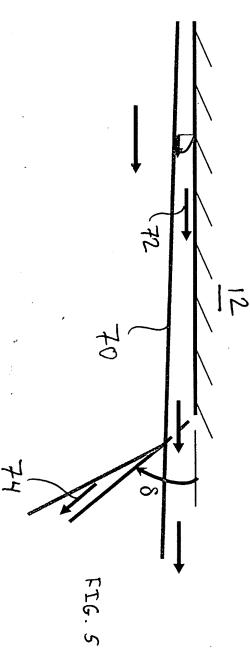
FIG. 3

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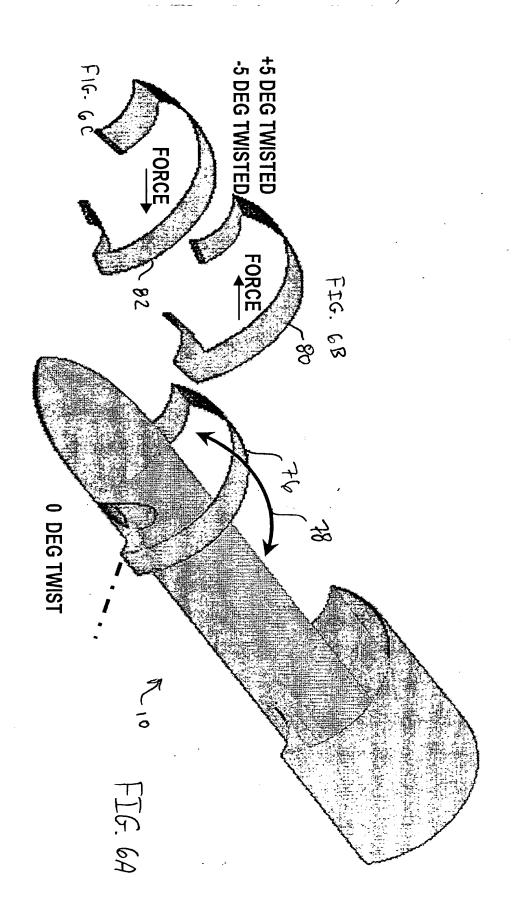


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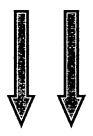


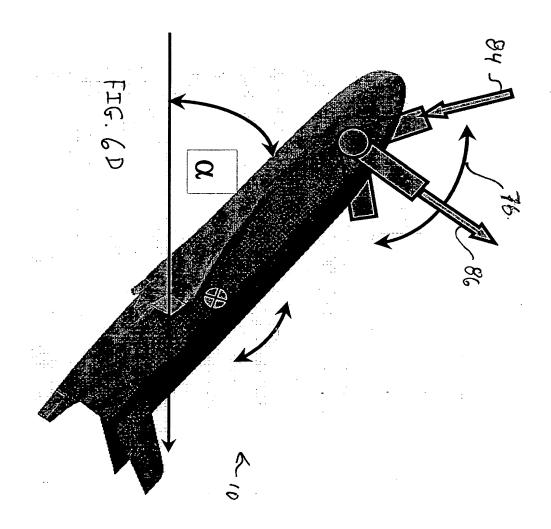


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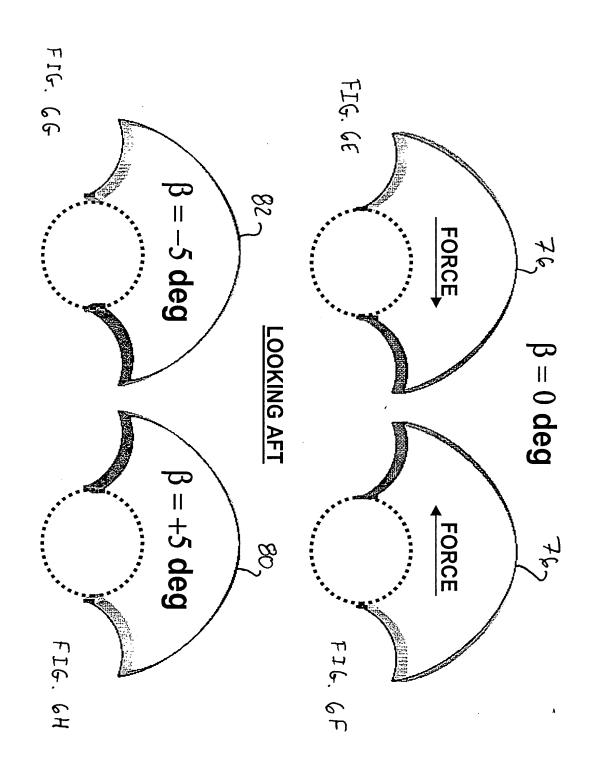


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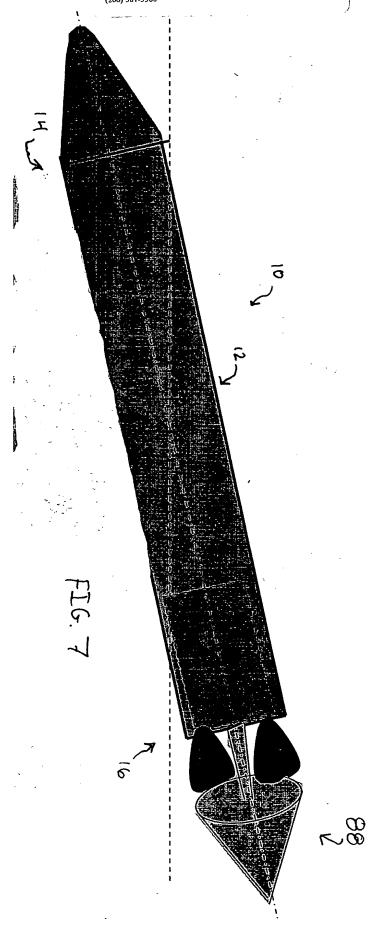




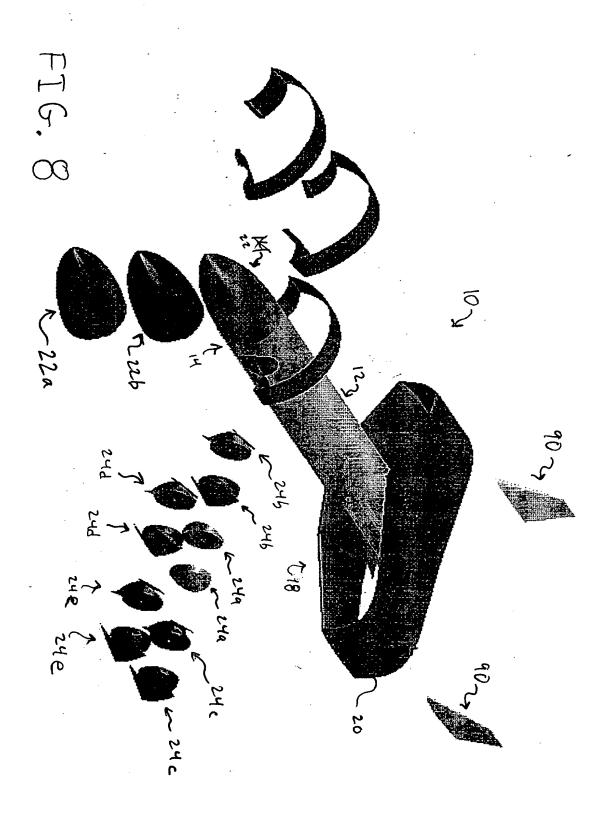
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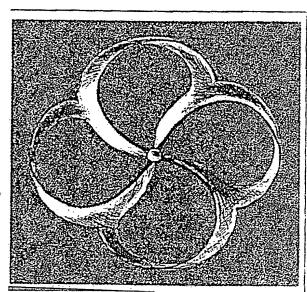


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C_Lvs Alpha at Mach 0.15 (lift enhancement).

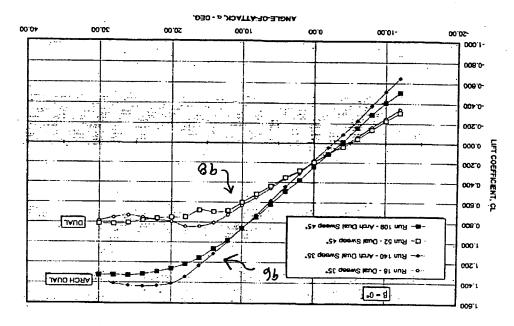
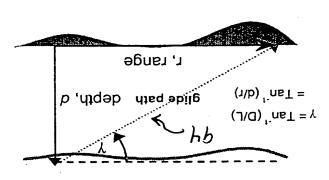


FIG. 10



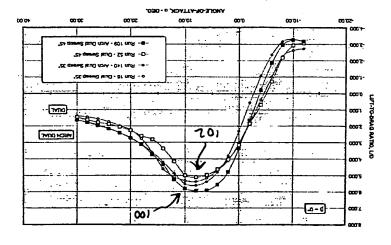


Figure 12. L/Dmax vs Alpha at Mach 0.15 (increased glide range).

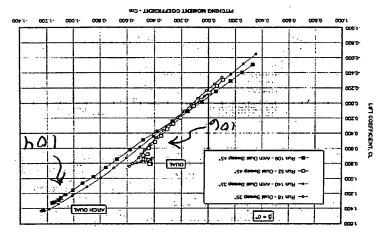


Figure 13 CL vs Cmat Mach 0.15 (higher stability in pitch).

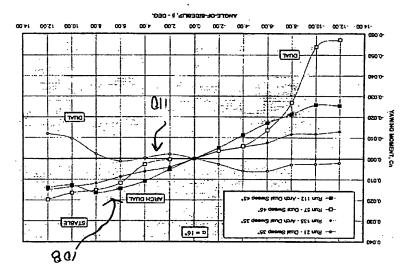
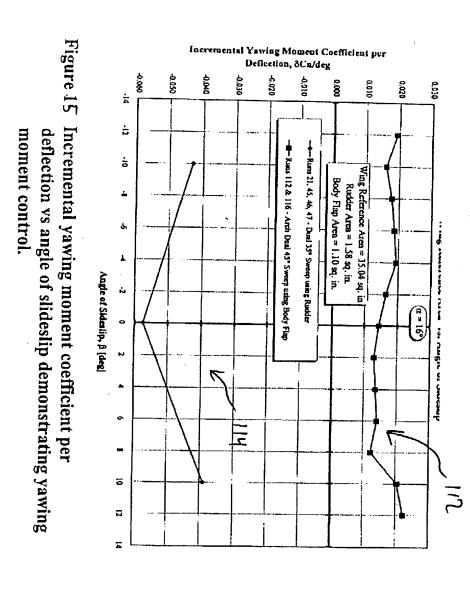


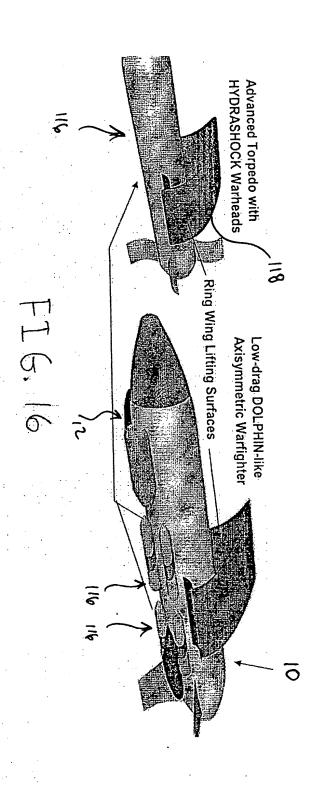
Figure 14. C. vs b at Mach 0.15 (higher stability in sideslip).

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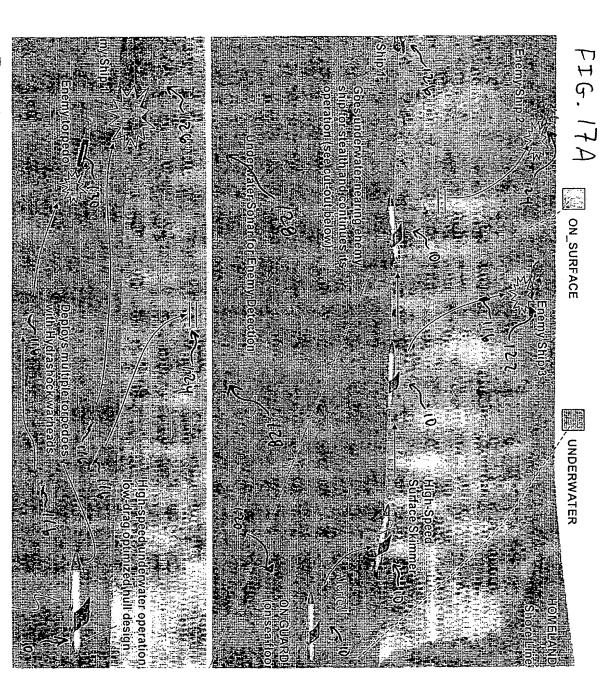
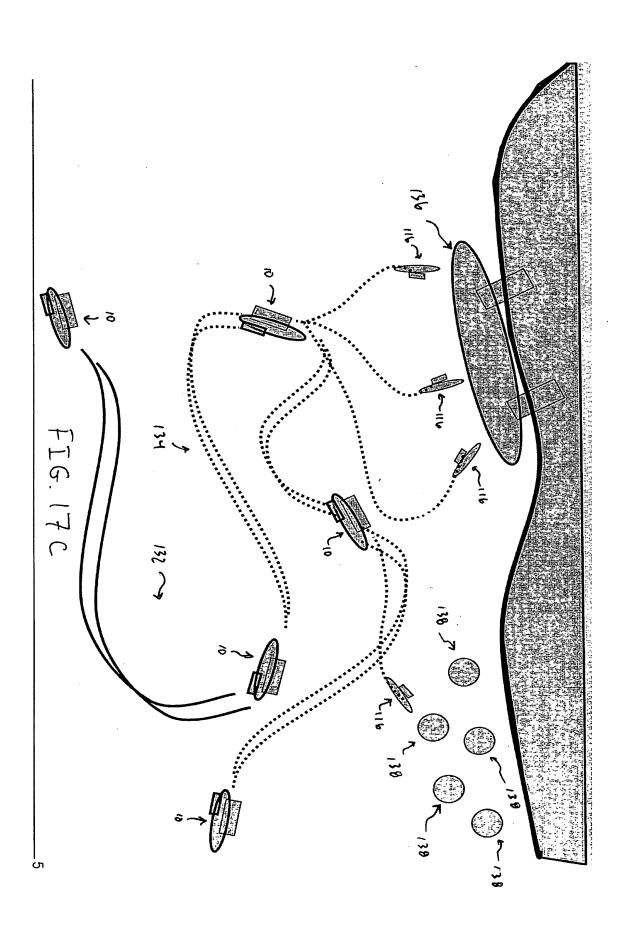
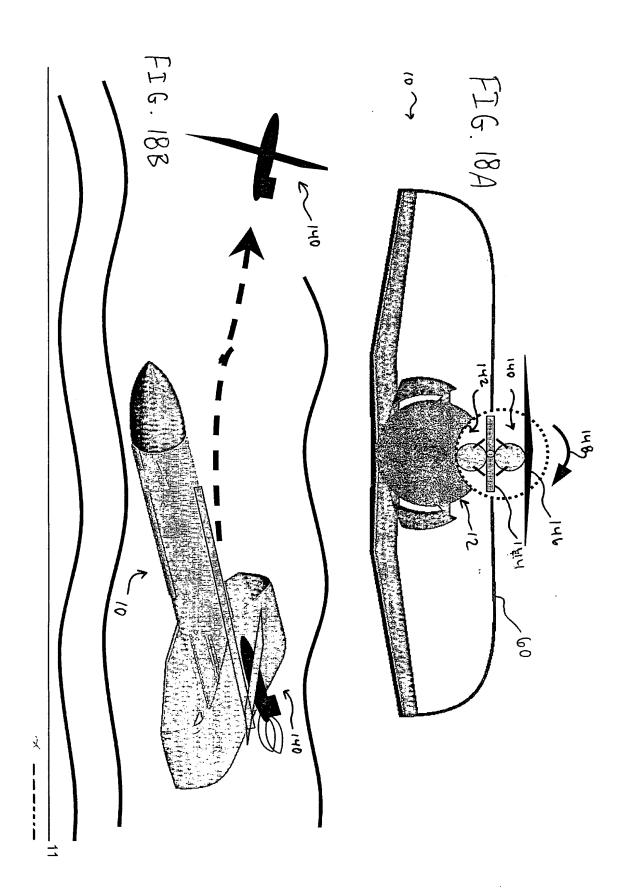


FIG. 17B

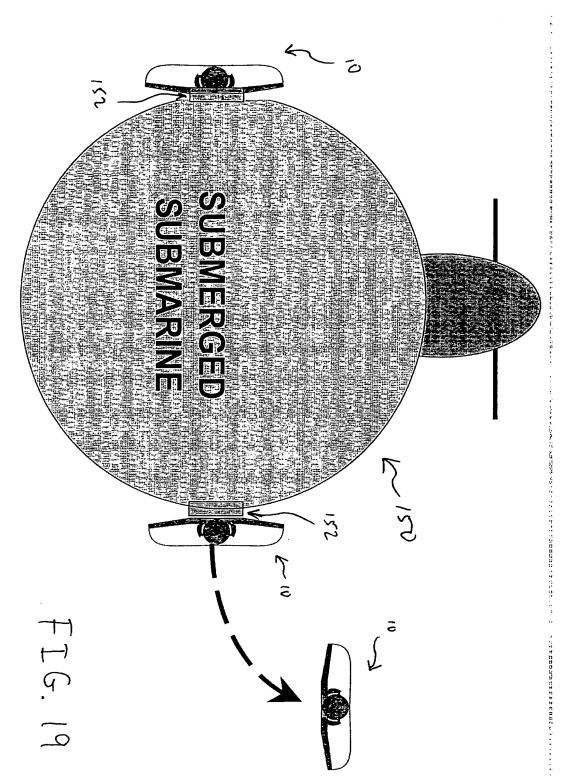
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